PHARRABOTT,"

"EBTATONE STATE,"

Commander Edward Donaldson, is a side-wheel stratter, mounting 13 pane. She was originally purchased for \$125,000. The principal casege ment of the war in which she participated was against the Robel runs, which made the assault upon our fleet off Charleston bar, January 31, 1803. She then exploded her botters and was qualitied.

"FORT FAURION," Captain James Alden, is a side-wheel steamer mounting 12 gams, and was originally the forcy bent Umon, and purchased on the stocks by the Government. She has been on the Wilmington

"GRAND GULLS," Commander George M. Ransom, mounts eleven runs, and was built by C. & R. Politon, of New York, in 1863, for the Government. She has been chasing piraces and on blockade duty over

since being commissioned in 1961. She was one time one of the liest employed in the soar for the Chesapeake, captured by Rubels.

PROUNT VERNON,

"FANCING"

is a steamer of five guess, which was captured in Bule's hay by the Stettin, Murch 28, 1803. She was purchased by the Government and conversed

PRESCRICA, "

though she is fitted for more arduous duty.

"MAURED,"

"YALLAPSOSA."

Lieutepont-Commander James E. De Haven,

e a side-wheel steamer of ten guns, built at Bus-on, and launched February 1, 1863.

"GRITTY SEVER

Lieutenant-Commander R. B. Lamson, is a side

wheel steamer of five guns, and was formerly the blockade runner Margaret and Jessic. She was put in commission in May, 1864.

CHAGA:

Liouwhant Commander John E. Walker is a sense stemmer of eight gans, and was built at liosion in 1861.
"REMODE ISLAND,"

Ceptain James Alden, was formerly the steam-ship Engle, and was purchased for \$185,000. She has been employed as a supply vessel and on con-voy service, and captured the blockade-ranner Cronstadt, August 16, 1863.

"EMMA,"

HCALYPRO, 11

"JAMES ADGER,"

Commander T. H. Patterson, a purchased steamer, 9 guns, and has performed efficient service on the blockade. She counts among her captures the Cormbba and R. E. Lee-one on the 8th, and the other on the 9th of November, 1863, She also shelled the hull of the blockade-runner Ifele, until compelled to withdraw by the heavy fre of the Rebel batteries. She also added in cutting out the blockade-runner Kate from uniterly at November 1875.

he batteries at New Inlet, N. C , August 1, 1861

"BUBON,"

Lieutenant-Commanding F. H. Baker, is a screw

eptember 21, 1861. She has been actively am-

ployed since then, and counts among her captures of blockade-runners, the ship Sylvanus in Daboy sound, Georgia. She also assisted in the capture

"BURTANNIA,"

Acting Volunteer Lieutenant S. Huse, is a steamer

of 5 guns, and was captured by the Santiago de Case, June 23, 1863, while attempting to run the blockade of Wilmington, North Carolina. She

was fitted out as a gunboat in September of that

"R. B. CUYLER,"

guns, and is a very fast screw'steamer.

cieven guns. "UNABILLA,"

Wilmington. "Howqvait,"

"FROUGT,

I lentenant S. P. Quicenbush, was built at Boston

"CAMBBIDGE,"

Commander William F. Spicer, is a screw steamer of 7 guns, and was originally purchased for seveny-five thousand dollars. Haw been em-ployed or the coast of North Carolina, except for a short time, when she was detailed for serving at

"MAHATANZA;"

Acting Master W. G. Wright, a screw streamer of 4 guns. Sailed from Boston, September 1, 1883, and distinguished herself by capturing the blockade-runer Eds. November 10, 1865. Has since been on the blockade.

*ALABAMANA"

"AGAWAM"

"DUMBARTON"

eported very fast.

be her maiden engagement.

guns, and was launched a

Atlantic Blockading Squadron.

r Fernandina, Florida.

year, at Boston. "MONTGOMERY,"

blockade duty ever since.

ivernment for \$25,000.

ip-yard at Sec.

blockade since January last.

mabled.

nto a gnuboat.

WEDNESDAY, DECEMBER 21, 1864.

THE GREAT EXPEDITION Situation and Defenses of

Wilmington.

THE REBEL NAVY IN NORTH CAROLINA.

The Fleet Under Admiral Porter.

LIST AND DESCRIPTION OF VESSELS COMPOSING IT.

Bien Etc., Etc., Etc., Etc., Etc.,

Wilmington is a city, a port of entry, and the espital of New Hanover county, North Carolina and is situated at the southern terminus of the Wilmington and Weldon Railroad, and the eastern and of the Wilmington and Manchester Railroad. The city stands on the left bank of the Cape Fear river, just below the confluence of the ortheast and northwest branches, about thirtyfive miles from the ocean. The principal manufactories in this city are steam saw and planing mills and turpentine distilleries. The harbor admits vessels of about three hundred tons, but the entrance has a dangerous shoal; opposite the city are two islands, dividing the river into three channels. The islands produce the finest rice in

IMPORTANCE OF WILMINGTON TO THE REPELE There is no port on the sea caust in rebeldom which is of such great value to the Robels as Wilmington, for from that place have gone throughout the Confederacy a majority of the supplies imported from Eng and, France, and the United States, via Bermunia, Naesan, Havsaa, and St. Thomas. Jeff, Davis, in a speech at Wilmington, November 5, 18-3, said he "net the full importance of the harbor, the only one still open for trade, and would do all that could be done for its detense." A regular mail and passeonger line has been kept up between secessia and the West India Islands since the war began, and although blockaded by a score or more gunboats, scarcely a week has passed but two or more blockade-run-

blockaded by a score or more gunboats, scarcely a wick has passed but two ormore blockade-runners have passed in or our from that port.

It has cost the United States millions of dollars to keep up the blockade, while on the other hand tens of millions worth of goods have been run in, and a proportionate value in cotton and turpentine run out. In fact, the interest of the Confederate loan in England has been regularly paid by the sales of cotton run out of this port alone. A Confederate officer, now a prisoner in our hands, stated not long since that he invested a few thousand dollars in the stock of a blockade-running company, and in eighteen menths he had realized over five hundred percent, upon his investment, and that his profits were in gold, which was lying subject to his order in Loudon. Many have become immensely wealthy at this business, and of late Jeff, Davis and his Rebel crew have ordered that a portion and his Rebel crew have ordered that a portion of the cargoes run in shall be on Confederate account. There is no business brought on by the war which is so profitable as this blockade THE REGINNING OF THE WAR-THE NORTH CAROLINA PRIVATEERS.

In the early months of the Rebellion Wilmington boasted half a dozen privateers, some two or three steamers, and a few improvised sailing craft, who for a time annoyed and captured little coasting craft as they hugged in along shore in passing to and from the West Indies; but the stence of a few well-armed gunboats soon pur presence of a few well-armed gunboats soon put a stop to these petty piracles, and these craft were converted into blockade-runners, and for a time they were busily employed in running out cotton, turpentine, and rice. Finally the fixil steamers were seized by the Confederate War Department for the transportation of troops and supplies, while a few of them were fitted for State gunboats.

THE REBEL NAVY IN NORTH CAROLINA. These little craft were no match for the Union These little craft were no match for the Union gunboats, but they rendered important services in the sounds of the State, and on more than one occasion they exchanged shots with our vessels, but uniformly ran away after some slight show of fight. After the capture of Roanoke island Newbern, and Boaufort, the Rabels turned their territoria or account of the capture of the state of attention to constructing several iron-clads. The two deserving the most notice at present are the North Carolina and Raleigh, which were built a Wilmington. These crait have been quite unfortunate, and we have heard but little of them since tunate, and we have heard but hill they attempted to create a havor off New Injuston the night of the 6th of May, 1864. APPROAGRES TO WILMINGTON-WESTERN BAR

SAILING DIRECTIONS. The entrance to Wilmington harbor, or rather Cape Fear river, is guarded by three extensive bars, known as the Western, New Iniet, and Main bars. To enter by the Western bar chunnel in days gone by, it was customary, when in four fathoms of water, to bring the high and low lights on Oak Island in range, and steer N E by N, passing on either side of the buoy until Bald Head Lighthouse bore E S E, and Cape Fear was open about two ship's lengths to the south ward of the south end of Bald Head leghthouse bore S E, and the citadel on Fort Caswell N N E § E, then the course was N E by E § E, until reaching five fathoms, several short courses were steered until the spit off Battery Island was cleared. The lower anchorage is at Smithville. The entrance to Wilmington harbor, or rather anchorage is at Smithville.

NEW INLET HAR. The channel over the New Inlet bar is to the porthward and custward of the western bar northward and castward of the western but entrance, and is probably at the present time the best and most preferable place of ingress. Yet under circumstances the most favorable it is dangerous to attempt the crossing of either of these

This bar or sheal is now connected with "The Fiegers," and is impassable.

THE REBEL PORTIFICATIONS. On Federal point is located the celebrated Fort Paher, perhaps one of the largest earthworks of its k ng on our coast. It has been building from the time the war broke out up to the present time, daily becoming larger, stronger, and more invarieble against attack. Its armamen: is une-quelled in range, and its gunners are reputed to be the best rifle shots in the Confederacy, excelling even the famous artillerymen of Charleston harbor. This work mounts about fifty of the best English rifles, mostly Blakeley's.

Adjoining it are one or more large water bat-

are mounting guns of a heavy calibre and of large range. Opposite Fort Fisher on the main land are two large water batteries, whose guas ero fire with the fort from a point below buoy 'N, 6." on the coast survey map. These gans also will reach up the river, having a sweep of at least three miles from the centre, taking in a circus of over six miles. At the former site of circle of over six miles. At the former site o the Federal Point lighthouse, is also a formidable car hwork whose guns cover from seaward the Si rance to the channel over New follot bar. A a cisture of only about nine hundred yards and mar For: F sher, is the mounted battery, which is built up of sand, and on the summit of which are mounted some very superior gams, the shells from which often fly far out to sea among our

To enter New Inlet one vessels would be subjected to a most terrible angular and raking fire therefore the heavy screw frigates, whose draught of water would not permit them to enter the harbor, will be compelled to by outside and deliver their broadsides; three of these ships and one screw aloop and the side-wheel sloops alone would throw over one hundred 9-inch sholis at one broadside, which would be the heaviest fire yet known is our naval history. It seems as if these vessels alone would be able to drive the Rebels from their works. The distance from Port Fisher to where the vessels would and can probably anchor, is about two and one-eighth miles. It must be smooth weather to do it. If there is any sea on they could not work as well. enter New Inlet our vessels would be subthere is any sea on they could not work as well. At any rate, all of the heavy ships can get close

She was launched on the 24th of March of this year. The following are her principal dimensions to make the "dust" fly.

There is a small battery on Zeek's island, opposite Fort Fisher.

Now let us examine the defenses by the way of the Western Bar channel. There are batteries on tak island near the two lighthouses which mark the range for the entrance to the channel. They are small, but mount several good rilles, sweeping far down the channel, over the bar and dust examed. These gons are intended to rake the decks of vessels running in. The next work that the suggestion of the strange for the running flucture of Smith's takend, which is say two miles distant, is Feri Casvell, a work constructed by United Smites engineers. It is not pentagonal form, and mounts, it is said, shout sixty guns at the present time. It has been strengthened of late, and may be raid to be a very forendable work. It guns will east by reach down to the har, and commence upon the vessels as they appreach. The ironal and in the work and commence upon the vessels as they appreach. The ironal and if the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and commence upon the vessels as they appreach. The ironal and the work and conditions the vessels as they appreach the vessels as they appreach the vessels as they appreach the vessels in diameter, and pistons of twenty-two inches in diameter, and pistons of the

Passing up, and beyond Fort Caswell we find a small work on Battery Island.

On the port hand, one mile and a half from Fort Caswell, is Smithville and a small work known as Fort Johnson. Batteries are said to exist at Deep Water point, one near Princess creek lighthouse. In fact, it is said that there are several batteries between Smithville and Wil mington, located on either bank of the river.

GESTRUCTIONS. Up to four weeks ago no obstructions were known to exist in the Cape Fear river; but it is fair to presume that, as the Rebels have had such ample warning, they have busied themselves of late in putting down obstructions and planting torpedoes. Admiral Porter has attached to his squadron a number of torpedo craft, whose work his to remove these obstructions to navigation and clear the way for the advance of his fleet, provided he has orders to take Wilmington. The general impression is that the design of the expedition is to simply take and occupy Cape Fear cition is to simply take and occupy Cape Fear river above Federal point, which is at the foot of the river. These channels bear the same rolette position that the passes did to the Mississippi Fiver. Circumstances will distate the course of operations after an entrance has been effected byte the mouth of the river. nto the mouth of the river.

HOW THE VESSELS ARE PROTECTED. During the time these reseals have been at limpton koads, Norfolk, and Beaufort, their yards topmasts, and spars have been sent down, the bests cienced off their decks, and overything removed that would make splinters. The decks have been covered with sand-bage, so that plunging—shot will not sink them, and the chain cables have been lashed on the sale to prevent shot from

damaging the boilers or machinery, as was done at New Greans, Mobile, and on the Kearage when she fought the Ashama of the France oast. Every device has been resorted to for the otection of life and property. HOSPITAL ARRANGEMENTS. Preparations have been made for the reception

by six hundred wounded on board the seven ospital vessels. These vessels are all side when camers of the largest size, and with ample acco-orations. Cots have been prepared, extra surone provided, and everything provided that he unity and surgical shill and experience can de-ise. These arrangements have been made under is supervision of Freet Surgeon, J. L. Fox. The following is a list of the hospital vessels:—

First division, Rhode Island, Florida.
Second division, Fort Jackson, Keystone State.
Third division, A. abama.
Fourth division, Santiago de Cubs, Quaker City,
A number of thes will assist in doing service,
inder the direction of the fleet surgeon.

United States Naval Forces, Rear Admiral David D. Porter, Commande

STATE. Ficet Captain-Licutenant-Commander K. R.

Fleet Surgeon—J. L. Fox.
Fleet Paymaster—J. M. Heiskell.
Fleet Engineer—Thomas Zellan.
Fleet Ordnance Officer—Lieutenant-Commun-

er H. A. Adams, Jr. Fing Lieutenant—Lieutenant M. W. Sandera.

Fing Lieutenant—Lieutenant M. W. Sandera, Detailing Officer—Lieutenant S. W. Terry, Private Socretary—G. H. Heap. Secretary—C. F. Guild. Acting Ensigns—J. M. Alden, J. W. Gratum, Richard Bates, W. R. Cooner. Admira's Cierk—C. P. Porter. Moteers, flogship, 5 guns; Lieute Ada, side-wheel, tender to the flagship, 2 guns.

FIRST DIVISION.

Commodore H. K. Tantener, communiting.
* Viens Gun
Colorado
Nyack 7 Insco
Aricameres o Monticello
Grand Guif 9 Agawam
Fort Donelson 5 Huron
Rhode Island 10 Mobican
Maurice 7 Cherokee
James Adger
Talispoosa 9 Total
SECOND DIVISION.
Communitors Joseph Lamman, communiting,

Minnesota......50 Zantic Kansas 5 Juniata Nergus 8 Keystone State 10 Calypso 10

THIRD DIVISION. Commodore James F. Schenck, commanding. Powhatan..... 19 Shenandoah......10

POURTH DIVISION. Commodore S. W. Godon, commanding. Susquehanna 14 Tristram Shandy 6000 Wabash 50 Vicksburg Pequot 5 Maratauza 5 Maratauza 5 Montgomery 9 Britanola 5 Santingo do Cuba 9 Gov. Buckingham ...

R. R. Cayler ... 9 Dambarton ... 5 the cap Quaker City..... 10 Pawtuxet. ... 9 Dupont. PIRTH DIVISION.

21	Captain M. Smith, commanding.
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Onondaga (iron-clad) 4 Atlantic

Senior Officer Commanding.

This division comprises Carolina Sound. Albemarle	Gens.
Ceres	2
Renshaw 1 Whitehead 4 Bazeley 2	*Sunk.

THON CLAD DIVISION. Commodore William Radford, communding. New Ironsides 118 Sangua 648
Monadnock 4 Dictator Canonicus 2 Mah pac

BURGAPTTULATION:

Grand total

THE PLAGENTY. The side-wheel steamer Molecum, the flagship of Admiral Porter, was also the flagship of Admiral Lee's flottilla in the James river in May lest. She is a captured blockade-runner, and was taken by the Niphon about a year ago. She recaptured the Chesapeake, after the piracy on board that vessel, and turned over the prize to the British authorities at Hallfax. (In the attack the monitor Monadacck will be the flagship.)

The Iron-Clad Fleet. The Monadacca, Captain J. M. Berrien, is an iron-clad having two turrets, and was built at Boston. She is one of the wooden navy-yard built tron-clads, and was commenced in 1862. She was launched on the 24th of March of this

She was launched on the 24th of March of this year. The following are her principal dimensions:—Length, between perpendiculars, 250 feet; over all, 270 feet; extreme beam, 49 feet; beam outside the armor-plating, 51 feet; mean depth of hold, 12 feet. Her cubic capacity is 2965 tons, but measured as a single-decker merchant-vessel, she is only 1361-65-65 tons.

The backing for her iron armor is oak, twelve inches thick. The armor consists of five 1-inch plates, five feet square, overhanding each other; three feet of the face of the armor will be under water when all her stores are in. Her internal arrangements are well designed. The crew live forward. A magazine, shell-room, and shotloakers, are also forward. The cabin, ward, and shell-room are here for supplying the after-tur-

inches stroke. She has two small engines for each turret, two blower engines, and two dinkey ergines—twelve in all. She has four bollers, with sixten furnaces.

"NEW TRONSIBUS." The New Irans des, Commodoro William Rad ord, as a broadside fron-clad, carrying eighteen outs, and has seen much service in Charleston narbor; she has been thoroughly overhauled as be Philadelphia New Yord, and is capable of being much service. She was built by Merries Sans, Philadelphia, and was launched on the Sans, Philadelphia, and was launched on the oth of May, 1802. On the 5th of Octabor, 18 n stempt was made, by the Confederates, law her up, but it falled. She cost \$789.0 nd has feen of more service than one-half th conicor flect.

"MARGEAC." The Mahopac, Commander M. A. Parker, is on of the new monitor batteries, and was intit by Scour & Co., under the superintendence of George Birkbeck, Jr., at their yard, as Jercey City. This Birk wite the builders of the Westkanden, sunk in Charleston barlor; the Tecumiet, blown up as Mobile, and the Commerche, sink at San Fran-cisco, California. Superstitions people prophesy some all luck to the Mahopre. "SAUGUS,"

The Saugus, Commander Edmund R. Calhoun, is a monnor battery of 1034 tens and two guns and was built at Wilmington, Del. She was fitted out in Philodelphia in April, 1864, and was attached to Acting Rear-Admirat Lee's dulla, which went up the James river in May, 1861. "BICTATOR."

The Inclutor is a vessal of which great things are premised, and whose performances are yet to be chronicled. She has cost the country about \$3,000,000, although that was not her expute, which was considerably less. She was rice, which was considerably less. She was built if the Delamater from Works from plans by John PERSONNEUR?

The Canonicus, Commander E. J. Parrott, is an How-cand, mounting two gans; was bailt at South Boston by Harrison Loring in 1863; haunched August 1st of that year. She was put in con-mission at Boston, April 16, 1864, and joined Admiral Lee's squadron in May, 1884. Torpedo Boats.

The present year has seen the development of the torpedo vessel, which from present appear-onces, promises to revolutionize naval warfare. The livreest and most powerful of this style of "STROMBOLL"

"schonical,"
built from plans by Chief Engineer W. W. W. W. Wood, U. S. Norst Pair Haven, Count, by S. H. Pook. First Assistant Engineer Josh L. Lay has superlatended the construction of her engines and torpedo machiners, which is truly very nevel, yet very simple. By means of a peculiar contrivance a torpedo is placed beneath the Bottom of an enemy's vessel and exploded at a given time, and at sugh an angle or distance as the manipulators desire. The Stromboul is commanded by Mr. Lay, the first officer of his profession who has been ordered to the command of fession who has been ordered to the command of vessel during this war.

Picket Bonts. The picket boats Nos. 1, 3, 4, 5, and 6, will act n conjunction with the larger vessels; they are rowized with a temporary torpedo machine, and will, doubtless, he of much service, both in re-noving obstructions and in destroying the enemy's vessels, should any be so unfurturate as to come within their reach. The little crafts were half at Schenestady, New York, and mode their first vyage on the raging canal. Several of the light draught monitors are being litted as torpedo boats, and probably the "CARCO"

will be ready in time to perform some part in the great attair. The is also spoken of as being ordered to service with

the other torpe do vessels. Serew Frigates. Three of our finest screw frigates are booked for the work, the Colorado, Wabash, and Minnesota. The

"COLORADO," Commodore H. K. Thatcher, is a screw frigate o 50 guns, and was built at the Norfolk Navy Yard in 1855. She was one of the early participants in the war; and while being unable by her beavy draught of water from going late the many river fights, she has been represented by her officers and crew in a number of brilliant en-gagements. She came home early this year for repairs, and was extensively overhauled at the Portsmouth, N. H., Navy Yard.

The Minnesota. Commosora.

The Minnesota. Commosora Joseph Lanman is also a screw frigate of 50 guns, 3307 tons, and was built at the Washington Navy Yard in 1855. She was Admiral Stringham's flag-ship at the capture of Forts Matteras and Clark, and was a participator in the Monitor and Marrimac light. An attempt was made to blow her up on the morning of April 9, 1864. She is a fine vessel. "MINNEBUTA." "WARABUE,"

The Wabash, Captain John De Camp, is another of the same class of vessels as above enumerated. She was built at the Philadelphia Navy Yard in 1855. She was at the Hatteras incit fight, and since that time has been the flag-ship of the South Cartie blocksding squadron, participating in capture of Port Royal, under Admiral Screw Sloops.

"BROOKLYN."

The Brooklyn, Captain James Alden, is a first-class screw sloop-of-war, and was built by D. D. Westervelt, of this city. She was one of Far-ragut's fleet at the capture of New Orleans, and also at the capture of Mobile, in August. She was obliged to come North for repairs. She was put in excellent condition at the Baston Navy Yard a few weeks slace. She is one of the finest vessels of her class in the navy. She carries twenty-six heavy gans.

"JUNIATA." The Jiminto is a second-class serve sloop, of 1240 tons, carrying nine heavy guns. She was built at the Philadelphia Navy Yard; engines by Pussy, Jones & Co., Wilmington, Del. She was launched in March, 1862, and for a time was on special service in the West Indies.

"TUECARORA." The Tuscarora, Commander James Madison Frailey, is a fine screw sloop of 907 tons, and was built at the Philadelphia Navy Yard. Engines by Merrick & Sons. During the early part of the Rebellion she was employed in search of Rebel privateers on the coasts of England, France, Spain, and among the Western islands. She

ries twelve guns.

Side-wheel Sloops.

"SUSQUEHANNA." The Susquehama, Commander Sylvanus W. Gordon, is a side-wheet sloop of 2450 tons and 12 gans. She was built at the Philadelphia Yard in 1841. She has participated in the engagements issit. She has participated in the engagements at Hatterns Inlet, August 29, 1861; Port Royal, November 7, 1861; the bembardment of Sewell's Point, May 9, 1862. She has been rebuilt, and is as good as new. It is probable that she will go abroad as soon as this affair is closed. "POWHATAN."

The Powhatan, Commander W. Rinckendorf, is a side wheel sloop-of-war, of 19 guns and 2115 tons, a sister-ship to the Susquehana. She was built at the Norfolk Navy Yard in 1850. For sometime in the early part of the Rebellion she was in search of the privateer Souter. Latterly she has been employed as the flagship of the special West India squadron, under Admical Lardner.

Other Steam-Gunboats.

Other Steam-Gunboats.

Liguienant Commanding J. E. De Haven, was built at Boston in 1863, and launched in February of that year. She mounts 10 guns, and has been employed in blockade-service. "MATTABERTY."

Commander John C. Febegar, is a side-wheel steemer of 10 guns, and was built at New York, in 1863. She was put in commission as April "MUCANER CITY,"

Commander J. J. Almy, is a steamship of 7 guns and was purchased early in 1861, for \$115,500. After being placed on the blockade, she assisted in the capture of several vessels of Charleston, and was engaged in the repulse of the iron-clad rams off that port, on the 31st of June, 1803. 45 PATUKET,"

Commander J. H. Spatts, is a side-wheel steamer, mounting to guns, and was built at Providence, (c. l., in 1863. She has as yet no naval record of

mportance, novement buckingman," Lieutenaut W. G. Saltonstall, is a scrow steamer mounting six guns, and was commissioned at Brooklyn on the 18th of November, 1863. She has as yet no naval record, but will make one under the direction of her present commander.

"HANTIAGO DE CUBA," Captain Theo. P. Green, is a side-wheel steame captain 1 heo. T. Orgen, a second of the Government for \$200,000. She was commissioned in 1861; captured the Victory, blockade runner, June 20, 1863; the Britannia, June 25, 1863; and the Limie, July 15, 1863. Has been a very efficient vessel on the blockade

"LITTLE ADA," Acting Ensign Edward Manning, is the smallest vessel in the navy. She was captured in the Savannah river, and converted into a gunboat, mounting two guns. She will be employed as a tender to the Malcern, flagship of the squadron.

"HOLUS" is a purchased steamer, mounting five guns, and was fitted out at the Brooklyn Navy Yard for "BUIDDE ISLAND," Commander, Stephen D. Trenchard. This is a

side-wheel steamer of 12 guns, and was originally purchased by the Government. She has been employed as a supply and destatel steamer, but took as active part in the capture of the Constall, blockade runner, August 16, 1963. She also resented the new of the Mondar when she foundated, December 31, 1862. is a small side-wheel steamer, mounting 5 guns, and has not yet been distinguished in any engagement. Has been on the James river flottin. "IKANWAR."

This year I was tuilt at the Philadelphia Navy Lieutenant-Commander John G. Walker, was built at Boston in 1864, and is a screw seemar of Yard, and berengines are those which were found in burld the Princess Royal, and destined to ran the blockede, and to be furnished to some vessel at the South. She was launched in September Dommander Richard T. 1986shaw, is a side when tcomer of 10 gune, and was built at Boston, 1853

"LILIAN" a a captured blockade runner, just litted out at Philadelphia. She mounts 5 gans.

"HACKIBAW" is a side-wheel steamer of 10 guns, and built at the New York Navy Yord. She was launcoad April 22, 1863. "MONTICKELO"

is a screw steamer of Jguns, and was originally purchased by the Government. She participa ed in the attack upon Ports Hatters and Clark in August, 1861, and has mostly been on the Wilmington blockide.

"EYAGE"

is a serew steamer, mounting 7 gons, and was built at the Brooklyn Navy Yard in 1903. She was lamneded tember 6, 1893, and is a very finely modeled vessel. "Nannta"

This is a 11-gan purchased vessel, and was put in commission at the Brooklyn Navy Yard iast April. She is a strew scamer. " ORCHOLA" is a 10-gun side wheel steamer, built at Hosica in 1863, and was attached to Admiral Loc's Houlia on the James river, in May, 1863.

Acting Volunteer Lieutenant James Freathon, is a screw-stramer of 5 guns, and was purchased by the Government. She has recently been on blockate service off Wilmington. "TRISTRAM SHANDY" is a blockade cunner, very fast, which was purchased by Government and fitted up for a naval vessel. She mounts 5 guns, and will prove a valuable adjunct to the fleet.

" VICKBUCKG."

Of this vessel but a brief story is to be tild.
She monute 6 guts, was built at Mystl., Conticticut, and has been in commission only store
December, 1863.

"YANTE" is a 5-gun screw-steamer, built at Philadelphia and isunched in March, 1864,

Lieutenant-Commander George E. Belkuap-mounts five gons, and was built at Gre-point in 1861. She pirtleipsted in the capture of Port Roya, S. C., and has been actively engaged on duty with the South Atlantic Blockaling Squadron ever since, she seas the credit of aiding in the destruction of the privateer Nationale, February 28, 1861. THERESON DADA. This yeard is a four-gan iron-clad of 125 tons urden, which was limit at Greenpoint, New lock, and put into commission March 21, 1854 he sailed from this city for the James totills the 21st day of the following April. Commander A. J. Drake, was built at Roston in 1963, and is a very fast side-wheel steamer. Her principal service has been recruiting scamen, "COMMODORE BARNET."

This vessel, which was originally named Bthan Athan, is a side-wheal steamer of 513 tons, and carries seven guns. She participated in the actions of Reamoke Island, Whiton, and Newbarn, N. C., and in the operations upon the Naise-mond river in the spring of 1822. On the six of August she accompanied the iron clad Sanganam is a recommossance of the James river, and was Lieutensut Commander James Parker, is a screw steamer of five guns, and was built at a private ship-yard at New York. Though small she is an actrated with more than thirty projectiles

Commander Dan Ruman, was built at the Kitiny Navy Yard, and was launched in 1859. She has even game, and participated in the capture of Fort Royal, S. C., at the time Admiral Dupont so distinguished himself. "MODERE." The Morse was originally the Marion. She is The Morse was originally the Marion. Such is 513 tons burden and carries 6 gans. She also to k part in the operations in North Carolina in February and March, 1862, and assisted in cover-ing the embarkation of United States troops at the evacuation of West Point, Va., June 1, 1863.

"HUNCHBACK," a side wheel steamer carrying seven guns. She nso participated sin the engagement mentioned thove, and landed a naval battery and joined in the attack upon the enemy's works at itoanoke

PRUTAW," The Estate, side-wheel, was built at Baltimore m 1863, and was offered to race with any side-wheel membant steamer of about the astro ton nage. She is 974 tons burden.

"YOUNG AMERICA." This vessel was captured from the Rebels by the Comberland, in 1861 and has been employed as a despatch boat in and around Hampton toads. She is a large tug-boat, and carries two

is side-wheel, and has eight guns. Was built at the Philadelphia Navy Yard, and was launched November 16, 1861. She was one of the steam-Acting Master G. B. Livingston, is a screw steam r of eight guns, and is a purchased blockade-run-rer. After refitting ske was sent to the North orvision of Porter's mortar flotilla at New Or-leans, April, 1862, and, after the taking of the city, went up the Mississippi to Vicksburg. Acting Master F. D. Stuart, is a screw steamer of 6 gans, and was formerly a blockade-runner, purchased by the Government. " DELAWARE,"

side-wheel, i guns. Was employed in the opera-tions in Forth Carolina in the spring of 1802, and was attached to the Neuse river expedition in December of the same year. CMENDOTA." was built at New York, and launched January 31, 1863. Is side wheel, carries ten guns, and is

51, 1863. Is shirted. "DAWN." The Daten, which is a screw of four guns and 391 tons register, was cugaged in the two attacks u, on Fort McAllister in January, 1863.

" COMMODORE MORRIS." Was engaged in the Pamunkey expedition Jacuary 8, 1863, and at West Point the following

The Zouare is a screw steamer, carrying two guns, and is one hundred and twenty-seven tons-

The General Putnam is a side-wheel steamer of one hundred and thirty-three tons burden, and carries four guns. "COMMODORE PERRY"

was engaged in the operations against Roanoke Island, Bilinboth City, Newbern, Hamilton, and Jamesville, N. C., in 1862. Is a side-whool steamer, carrying six gons. "STEPPING STONES," Side whilel steamer, five grans, and is 226 tons register. She was engaged in the Nansemond river operations, April 14, 1863.

Acting Lieutenant E. Fancon, is a purchased side-whitel steamer of 6 guns. She has been employed on the Texas coast, where she destroyed the schooner Columbia, of Galveston, April 5, 1862, and captured the iron steamer Caroline, October 28, 1862. She has been employed on blocked data captured the steamer caroline. "CACTUR." The Cacrus was fitted at New York for the West Gulf Squadron, is side-wheel, of 176 tons, and Gulf Squadron, strikes one gun. "DAYLIGHT." Acting Master C. W. Lee, is a screw steamer of 5 guns, which was originally purchased by the

The Daylight is a screw-steamer of 682 tons. She engaged a Rebel field battery in Lynn Haven bay, Virginia, and took part in the attack and capture of Fort Macon, North Carolina, April 16, 1862.

Lieutenant-Commanding J. E. Jowett, mounts twelve guns, was originally parchased by the Government for \$165,000. Her first capture was the schooner J. W. Wilder, off Mobile bar; she next captured the schooner Eugenie, now in the service, and subsequently destroyed the steamer Isabel, blockade-runner, off Fort Morgan, and "MOUNT-WASHINGTON"

"MOUNT WASHINGTON"
Is a side-wheel steamer, with five gons, and of 500 tons burden. She was at the Nausemond river operations, April, 1803.

"CRUSADER."

The Crusuder was one of the first vessels to enforce the blockade of Southern ports; she is a screw steamer, carries nine gons, and is 545 tons register. Piloted by Robert Small (colored), and accompanied by the Planter sheran up the North Edisto river, into Wadmelaw Sound, as far as Simmons' Bluff, where they fired into a Rebel encampment, and destroyed it, June 21, 1862. soon after captured three other blockade runners. She is very fast, and has been a valuable ship on the blockade. "SHENANDOAH," Commander D. B. Ridgley, was built at the Philadelphia Navy Yard in 1862. She mounts ten

BOAL AT FIRST COST-COST PRICE TO COAL AT FIRST COST—COST PRICE TO Stockholers \$7% per ion—Immediate leavery—Coal of heat Quality.—Shares, each centifling to one and a hash mass, at that coast, every past for twenty years, and to cast, every past for twenty years, and to cast business at \$10, payable, has on automate coal, may how be obtained at \$10, payable, has on automate coal, may how be obtained at \$10, payable, has on automate coal, may how be strained at \$10, payable, has on automate at \$10, payable, has on automate \$10, payable, \$10 n 1863; was launched June 6 of that year; put n commission January 15, 1864, and joined the James river flotilla in May following. Sac mounts Lieuterant-Communiting H. W. Johnson, was inuncled April 17, 1881, from the yard of John Englis. She was placed on the blocks to service immediately after being duted out, and participated in the capture of Port Royal, S. C.

haron, \$2100.

Each share estitles the holder to receive, every year, instead a half tone of coal, at cost, for 20 years, and than bly identify with months, of the profits from the mine of all amples écal.

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the Company posters is go and well-built Coal Works. Discincion town: Tromoutly with extensive Stiming and inder hights, an excellent Double Breaker, Slope Works, pro-Westin Stiming and all other highes, an excellent Double Breaker, Shope Works, pro-Westin Stiming and Double Breaker, in that peraston, expedie of mining 26,000 ms. is breakended to 150,000 tess per year.

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A branch of the Rending Railroad extends to the mines of the tempany, over which the coal is daily send to acked. Licutenant Commanding Milton Facton, is a side-wheel steamer of 6 guns, and was built in Boston in 1862. She was in the attack upon Port Darling, on the James river, in May, 1862, and has since been employed on the blockade of see tan pany, over which the coal is any sear to exhibite may order their Coal in any of the usua s, vis Limp Cost, Eroken, Fig. Stove, og Nut Coal it the Secut cost price of \$7.50 per ton, dutwered a house, within the usual distance of the Company', yard in the northern, middis, and southern portion of city. Supany and all the mining works are clear of dold. is a side-wheel steamer of 9 guns. She was pur-chased at the beginning of the war. She partici-sated in the capture of Fernandina in March, 1862. In July, 1863, her crew contracted the yellow fever, and by the 2d of August she lost twenty officers and men by it. She was then sent North, and has laid idle almost ever since.

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Navy Messes put up with care.
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1034UA H. COUSTY. mounts twelve guns, and was launched at Port-land, April 21,1863. She has not been in active errylee as yet, and joined the James river double in May, 1864. She is a side-wheel steamer, and suported very fast. is one of the blockade-runners captured off Charleston and converted into a naval vessel. She mounts five guns. BRIDESEURG MACHINE WORKS,

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